

Objection number**OBJ09**
Objector's Name Stephen O'Kane
Date submitted..... 05 March 2015
NIMVO plot number N/A

TransportNI has considered the correspondence in the above objection and responds as follows:

- 1. After attending the consultation event at the Ramada Encore hotel, I was asked to make my points again to this email address, as no one at the event was recording responses on the night I attended. I was told this by a URS employee, and this seems to me to be an attempt at URS to defend their flawed plans by deflecting any criticism.**

I hope I am wrong.

I feel that this is a very poor, and highly flawed way to consult with the public, and I would request that the event is held again in the near future, and that responses are recorded during the event.

- a) The procedure for statutory Orders Exhibitions is set out in the various statutory instruments and TransportNI policy. This requires members of the public to convey their opinions in writing to TransportNI. The upcoming Public Inquiry presents a further opportunity for members of the public to make a formal representation in relation to the Proposed Scheme.

- 2. However I will do as suggested any make my points again here.**

This is a rare development opportunity, one that will not come around again for probably at least 40 years. This opportunity must be taken now to future proof this junction for people. Not just cars and buses.

Cities are about people, and movement of people. Not just about the movement of cars. Cities work better for everyone, (including motorists) if cities are designed for people, not just transport.

The opportunity must be seized now to ensure that this vital piece of infrastructure is designed for everyone, not just for motor vehicles.

This junction is in a residential area, one of the few residential areas close to the city centre, and we need to encourage more residential areas in the city to bring life back into the city centre.

This scheme needs to ensure that it does not further restrict access to the city centre along this vital route further eliminating any incentive to enter the city after core shopping hours.

NMU Audit Process

- a) The Proposed Scheme has been developed to optimise provision for non-motorised users within the physical constraints of the existing built environment, and the competing engineering constraints of the proposed road links.

- b) In accordance with Standard HD42 of the Design Manual for Roads and Bridges, the design team has completed the non-motorised user audit process. Its objectives are to:
- encourage all reasonable opportunities to improve the service offered to non-motorised users;
 - prevent conditions for non-motorised users being worsened by the introduction of the Proposed Scheme; and
 - document design decisions that affect non-motorised users.
- c) It is considered that the Proposed Scheme would enhance access to the City Centre for non-motorised users and public transport by the inclusion of northbound and southbound cycle lanes and a southbound bus lane along York Street. In addition, it is considered the local community would benefit from improved continuity on footway links along York Street, the reduction in crossing widths, and the removal of significant traffic volumes from the remaining junctions.

3. One of the major flaws in this scheme is the lack of consideration given to cyclists. What consideration there was, was done in by someone with little or no understanding of cyclists needs.

The proposed layout, in particular, the York Street bridge/overpass is especially dangerous to cyclists.

Cycling in shared lanes in a busy city is dangerous. Cyclists need space. Cyclists need protection. Cyclists need to be segregated from larger and faster moving vehicles, or else cyclists will die.

Giving space to cyclists will benefit all road users.

If space is given to cycling, it will encourage more cyclists, it will move more people out of cars, reducing congestion for everyone.

If space is given to cycling, it will remove cyclists from motor vehicle lanes, and improve traffic flow for both cyclists, and motorised traffic.

If space is given to cycling, less cyclists will die.

The DRD minister wants Belfast to be a cycling city, and to help lead the cycling revolution in the UK. To achieve this, cycling needs to be prioritised and safe routes must be provided.

This is a golden opportunity to provide quality cycling infrastructure, and to keep encouraging more people out of their cars.

Cycling Provision

- a) The proposals presented for consultation are considered to address the potential future demand for pedestrians and cyclists along York Street, following the relocation of the Ulster University campus.
- b) Following the statutory consultation period, TransportNI has further engaged with Sustrans and DRD Cycling Unit to review provision for all non-motorised users on York Street. A

revised proposal has been developed and will be presented at the upcoming Public Inquiry. All aspects raised by your letter have been considered by TransportNI in developing this revised proposal.

c) We enclose two drawings illustrating the revised proposal for your information. The revised proposal will be available for discussion at the upcoming Public Inquiry.

4. The proposed cycling infrastructure is sub-standard, and in the 21 Century that is unacceptable, and it shows a complete lack of foresight in the minds of the architects of this scheme.

To allow only 1.5m for cyclists in an unprotected lane out of over 27metres in total width is unfathomable. This single statistic shows clearly how much consideration was given to cyclists in this design.

There is enough width in this bridge/overpass to allow wide footpaths, segregated bus lanes, protected cycle lanes and enough lanes for other motorised traffic.

With this proposed layout, if a cyclist makes a mistake, the cyclist will likely be injured or killed by traffic.

It is also the case in this layout that if a driver makes a mistake, the cyclist will also likely be injured or killed.

Everyone makes mistakes, and enough is known about road design that the designers should know that road design needs to allow for a small mistake to not result in a fatality.

In this proposed scheme, a drivers momentary lapse of attention, a moment of distraction, a misreading of road layout could easily result in a cyclists death.

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5. The BRT (Bus Rapid Transport) routes are being rolled out in various parts of the city, and it is likely that if it is expanded to the north of the city it will be along this route, and therefore the bus lanes should be separated from bicycles, and other motorised traffic.

Belfast Rapid Transit

a) In developing the Proposed Scheme, consultations have been undertaken with the teams developing Belfast Rapid Transit. No route has yet been selected for connection to North Belfast.

6. The University of Ulster will be providing at least 200 bicycle parking spaces, primarily on Fredrick Street right at the southern edge of the junction development. Therefore it is clear

that the number of cyclists in this area will be increasing greatly, as courses and students move from Jordanstown to the new campus buildings.

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7. Another flawed aspect is the junction design. There has been as much consideration for cyclist in the junction design as there has been in the width allocation for cyclists.

- **The York Street/Frederick St junction southbound should provide provision for a cyclist turning right into Frederick St for the University parking facility.**
- **No cycle lanes have been provided at all on York Street between Frederick St and Gt Georges St.**
- **No provision for southbound cyclists to turn right onto Gt Georges St.**
- **Southbound bus/cycle lane narrows to a dangerous pinch point at Gt Georges St/York St junction.**
- **Southbound buses on York Street bridge/overpass will either have to squeeze past cyclists or move into oncoming traffic, either situation is highly dangerous.**
- **The cycling lane markings should continue through the junctions * especially on the southbound direction reaching the York St bridge/overpass otherwise M2 traffic will likely cut across cyclists.**
- **pinch points at the traffic signals must be resolved. Pinch points such as this cause the most difficulty for cyclists forced to share road space with incompatible vehicular traffic.**
- **the loops at the junctions must detect cyclists**
- **traffic light timing must allow ample time for cyclists to pass *especially southbound reaching the York St bridge/overpass due to the length of the open junction.**
- **drivers travelling North on York Street are used to one way, making this two way is dangerous, so southbound lanes need to be segregated/protected.**

There are a number of simple, low cost solutions:

Wider protected cycle lane on the north bound side.

Protected cycle lane on the south bound side - separated from the bus lane/ This can be achieved in several ways,

One less north bound lane, i.e. two towards M2, and a single lane towards York Road. Remove one or more (or narrow both) lane separators.

As a last resort narrow or remove path on East side of the bridge (virtually no pedestrian traffic there).

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Belfast Streets Ahead Phase 3

- c) Works associated with the Proposed Scheme are limited to the northern arm of the current York Street / Frederick Street junction. It should be noted that a separate project, Belfast Streets Ahead Phase 3, promoted by the Department for Social Development, proposes revisions to the other arms of the existing junction including, but not limited to, changes to provision for cyclists. These proposals are being developed in consultation with DRD Cycling Unit and Sustrans.

Justification for Lane Provision

- d) It is noted that the Proposed Scheme does not significantly alter the volumes of traffic travelling northbound on York Street between the junctions with Frederick Street and Dock Street. As such, the existing number of lanes has been carried over into the new layout. It is considered that any further reduction in lane provision could create a future constraint on traffic capacity.

- 8. I would have preferred these points to have been recorded on the night, as it is possible that I have missed some points, but it is clear that the road design needs to be revisited.**

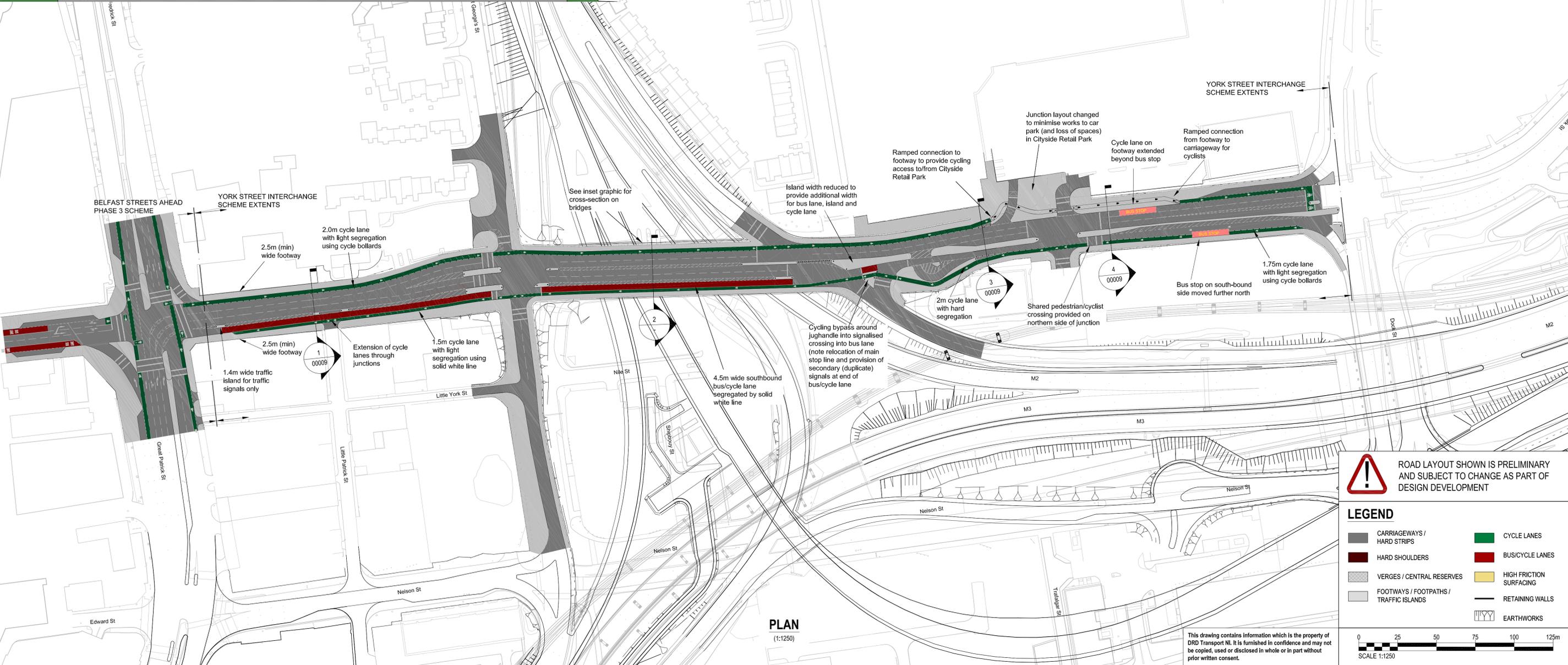
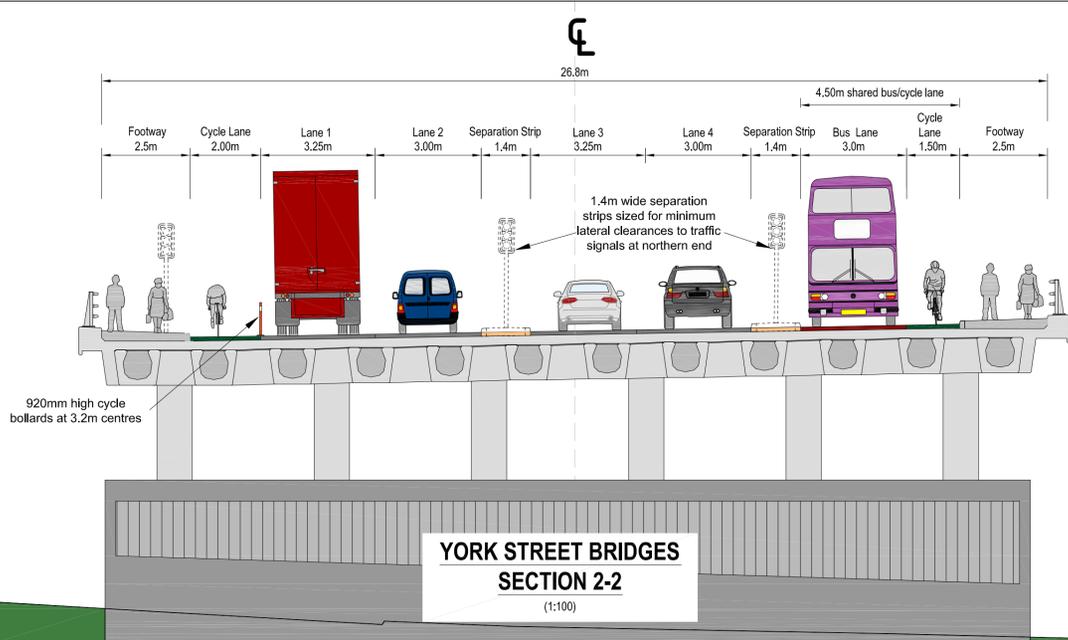
We need to bring this junction up to the highest standard for all road users, and pedestrians. This cannot and should not be just a scheme for motorised traffic.

I hope that my points will be considered carefully.

I would greatly appreciate an acknowledgement that my email has been received, and ideally I would like a response to the issues I have raised here.

- a) In developing the Proposed Scheme, TransportNI has considered the needs of both motorised and non-motorised road users in accordance with the standards of the Design Manual for Roads and Bridges. Due to the physical constraints on the site, it is not possible to fully address all these competing interests, with the Proposed Scheme considered an appropriate compromise solution.

DRD TransportNI
Eastern Division
02 October 2015



ROAD LAYOUT SHOWN IS PRELIMINARY AND SUBJECT TO CHANGE AS PART OF DESIGN DEVELOPMENT

LEGEND

	CARRIAGEWAYS / HARD STRIPS		CYCLE LANES
	HARD SHOULDERS		BUS/CYCLE LANES
	VERGES / CENTRAL RESERVES		HIGH FRICTION SURFACING
	FOOTWAYS / FOOTPATHS / TRAFFIC ISLANDS		RETAINING WALLS
	EARTHWORKS		



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General Revisions	By	Date	Check	Suffix
	EB	02/10/15	JM	P02

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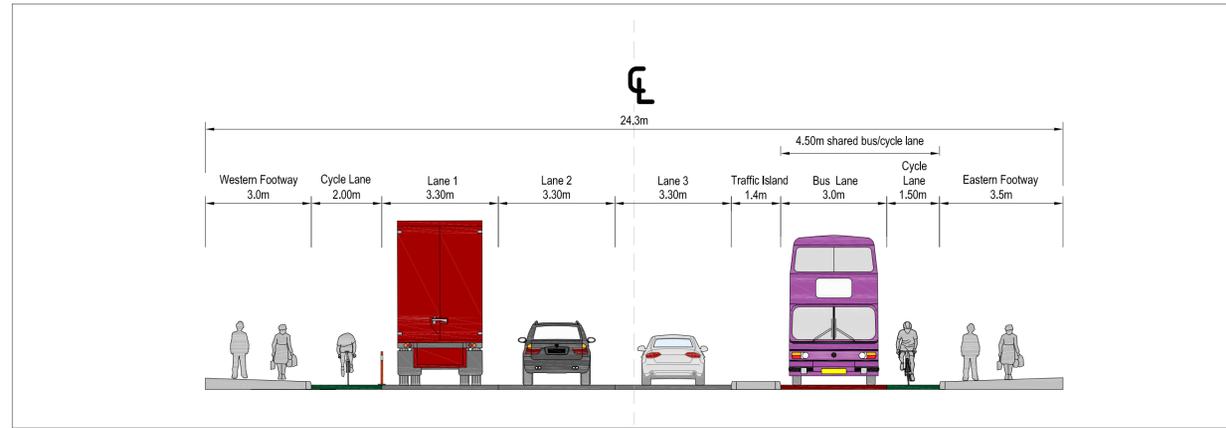
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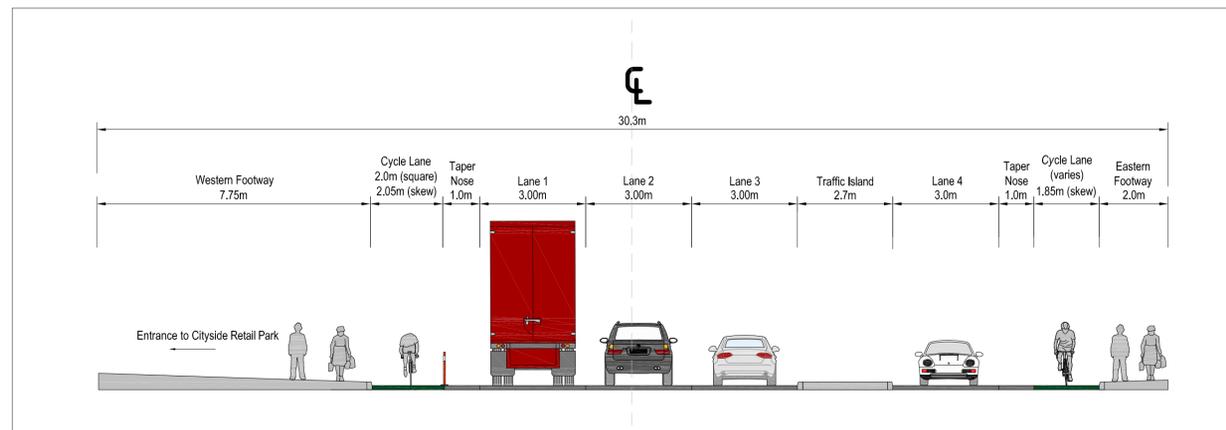
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Purpose of issue
INFORMATION

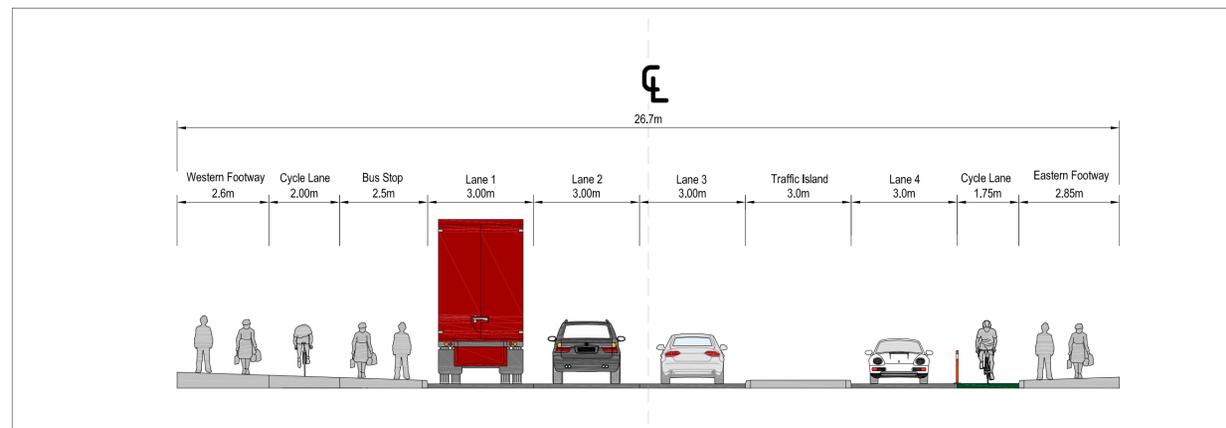
Client TRANSPORT NI	Project Title YORK STREET INTERCHANGE	Drawing Title YORK STREET INTERCHANGE PLAN REVISED NMU PROVISION PRE-INQUIRY	Designed EB	Drawn EB	Checked JM	Approved JM	Date 02/10/15	URS Infrastructure & Environment Ltd (EMI) Beech Hill House 40 Beech Hill Road Belfast Tel: +44 2890 705 111 Fax: +44 2890 705 651 www.ursgroup.com
			URS Internal Project No. 47037827		Sustainability Fit for Information		URS	
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SECTION 1-1
LITTLE PATRICK ST JUNCTION
(1:100)



SECTION 3-3
GALWAY HOUSE
(1:100)



SECTION 4-4
BETWEEN CITYSIDE RETAIL PARK AND DOCK STREET
(1:100)



ROAD LAYOUT SHOWN IS PRELIMINARY AND SUBJECT TO CHANGE AS PART OF DESIGN DEVELOPMENT

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Revision	By	Date	Check	Suffix
General Revisions	EB	02/10/15		P02
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INFORMATION

Client

TRANSPORT NI

Project Title

YORK STREET INTERCHANGE

Drawing Title

**YORK STREET INTERCHANGE
TYPICAL SECTION
REVISED NMU PROVISION
PRE-INQUIRY**

Designed	Drawn	Checked	Approved	Date
EB	EB	JM	JM	02/10/15
URS Internal Project No. 47037827		Sustainability Fit for Information		
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Rev
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